

Fair.
Slightly Warmer.
Variable Winds.

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WASHINGTON, D. C., SATURDAY MORNING, JANUARY 11, 1896.—EIGHT PAGES.

ONE CENT.

LEADS LOCAL PAPERS IN AMOUNT OF READING MATTER

POLE GAS MOTOR CAR.

New System to Be Put in Operation Here.

A new street car motor is to be put on the Anacostia and Potomac Railroad. It is to be a gas engine, essentially the same as that described in the Morning Times by the United States consul, W. S. Carroll, as seen by him in operation in Bremen, Germany. This motor, however, is owned by an American concern. The Pole Gas Motor is a system of which Mr. Thomas J. Pole is president and engineer. Mr. John O. Johnson, treasurer, and Mr. S. Herbert Giesy, secretary and attorney. The company has control of nine acres of ground at Deane's, and with the new year commenced operations for turning out its first motor upon the Anacostia Road. The inauguration of the enterprise means work for a number of skilled mechanics. As soon as the first engine of this pattern is in operation others like it will be built, until the Anacostia road is equipped throughout. If all that is claimed for the Pole Gas Motor is demonstrated to be true, it will soon replace all other systems of street car traction. With every advantage for speed and comfort that is offered by the best of the others, it reduces the cost of operating to a figure which leaves room for competition. The cost of running the Columbia railroad here during the past year, shown by the report of President Baker, is 12 1/2 cents per car for each mile of the car service. The cost of running a gas motor is 2 cents per car mile. The cost of operating for other systems as shown by a long system of comparisons, is as follows:

Trolley, 10 cents per car mile; horse cars, 7 cents per car mile; underground electric, 14 cents per car mile; compressed air, 15 cents per car mile; and cable, 18 cents per car mile. The difference is largely due to the fact that the Pole system has no power house or other expensive plant to keep up to operate its cars. The gas engine is upon the car just as in the case of a steam engine, and has no connection with any line of wire or cables. It accordingly is not subject to the delays and hindrances which hamper the other systems. The machine will produce better results than with steam with a cost of one-eighth of the cost. Furthermore, the engine is so simple in its construction that a skilled man is not necessary to operate the motor. It can be given at once to the men on any line who are running cars already in use, and does not necessitate any change of force. The motorman has very simple duties to perform. There is one lever for him to watch. One motion puts on the clutch and sets the car forward at a steady pace; another motion in the opposite direction takes off the clutch and at the same time puts on the brakes. This gives a ready control of the car and at the same time allows the motorman time to watch the track and signals. The motor which is being constructed at Deane's is according to an older method of operating than that seen by Mr. Carroll at Bremen, and has certain advantages over it. It was first taken up about eleven years ago, but owing to delays in raising protection for its patents, and the severe business depression, the company have only now begun to put its engines in the field.

Tests were made of the engine at Camden, N. J., in 1885, and were quite successful. There was a committee of well-known Philadelphians to act as judges of the trials. They reported that the motor was successful in reducing high pressure gas to the city pressure, and running a gas engine which was mounted thereon. That its action was changed by a single movement of the lever, which controls the motor and leaves the engine running in one direction, while the motor was moved in another direction. That the light of the motor was kept under perfect control; the gas under easy management of the motorman, the motor easily started, stopped, and reversed, and the friction attachment to operate the driving wheels entirely successful.

Litigations have been in progress until lately for the protection of the company's patents, and they are now secured by the decisions of the court. The company has the sole right to use a gas engine in the street car motor, and the system is set forth, and will now push its business in all directions.

The patterns have been ordered and improved since the tests at Camden, so that it is now ready to furnish very fine motors.

Steamer in a Hurricane.

Queenstown, Jan. 10.—The steamer Petunia, British Captain Watson, from Philadelphia, December 19, for Cork, arrived here today. She reports having experienced terrific weather. On December 26, in latitude 41 west, longitude 42 north, she encountered a hurricane and was obliged to leave to the sea. The sea broke over her, smashing her fore-hatch, the water entering her cabin. She sustained other damage to her deck and fixtures.

Maryland Postess Dead.

(Special to The Times.)
Hagerstown, Md., Jan. 10.—Miss Wilhelmina L. May died at her home on the Potomac, near Hagerstown, this evening, aged sixty years. She was a married woman and a poetess. She owned a half interest in Gruber's Hagerstown Almanac, and assisted each year in compiling the publication.

Auburn Millionaire in Jail.

Auburn, N. Y., Jan. 10.—Anthony Shimer, Auburn's eccentric millionaire, was arrested today for refusing to remove snow from his sidewalk. He refuses to give or accept bail, and is now incarcerated in jail pending examination, which is set down for tomorrow.

Staff Correspondent Found Dead.

Denver, Col., Jan. 10.—Walter Clark Nichols, who arrived last night from New York, committed suicide by writing a Cripple Creek for Harper Brothers, was found dead in bed at the St. James Hotel at noon today. The cause assigned is heart disease.

St. Louis Convention Fund Increased.

St. Louis, Mo., Jan. 10.—The fund to secure the national Democratic convention was increased today to \$30,000. A committee of representative citizens have here for Washington Sunday night to present the claims of St. Louis.

Columbian Authorities Seize Ice.

Colon, Colombia, Jan. 10.—The authorities of the United States of Colombia have seized a large quantity of ice which had been imported into Colombia by the Panama Railroad Company for the use of the employees of the road.

ONLY ONE ALTERNATIVE

Unless England Recedes Germany Will Declare War.

KRUGER WILL BE SUPPORTED

Uitlanders Have Practically Refused to Surrender Their Arms—Several Members of the National Reform Committee Have Been Arrested at Johannesburg.

London, Jan. 10.—The features today of the troubles growing out of Dr. Jameson's raid into the Transvaal are the practical refusal of the Uitlanders to surrender their arms, and the arrest at Johannesburg of a number of members of the National Reform Committee on charges of high treason.

Among the prisoners are several of the leading residents of Johannesburg, including Col. Rhodes, brother of Cecil Rhodes, ex-prime minister of Cape Colony, who is said to be held at Cape Town. It is believed here that Cecil Rhodes will bring all his influence, which is very powerful, to bear to secure the release of his brother. There is no single man who has done so much to develop South Africa as Mr. Rhodes, and though in carrying out his plans he has made many enemies, it can truthfully be said that he is the most powerful man in that part of the world today.

Behind him is a majority of the Afrikaners, and though he may have nominally retired from active participation in politics the impression prevails that in any final settlement of the Transvaal question he will have to be taken into consideration.

At present nothing is heard of his plans, even if he has formulated any, but those who know the man and the power he wields will not believe that the present trouble will cause him to diverge from the ambitious path he has for years been hewing for himself.

JAMESON STILL IN CUSTODY.

He may be for the moment compelled to abide the issue of the present trouble, but that he will later again take a hand in shaping the destinies of South Africa, there can scarcely be a doubt.

He has always been a man of action, not words, and his future policy will, once decided upon, probably not be known until it is put into effect.

The arrest of the members of the National Reform Committee does not cause any great anxiety regarding their fate, as it is generally believed that in no event will the British government be inclined upon them.

The report that Dr. Jameson had been released turns out to have been premature. President Kruger, in reply to the message of Queen Victoria, says that he intends to turn Dr. Jameson and the other English prisoners over to the British government for punishment, but a dispatch from Johannesburg states that the surrender of the prisoners will be made conditional on the abrogation of the Anglo-Boer convention of 1884, which gives Great Britain suzerainty over the Transvaal.

If such a condition as this is imposed by the Boers it is quite certain that Great Britain will never agree to it. The government is determined to uphold this convention in all its terms, and although the Transvaal government may urge that Dr. Jameson's raid made the convention null and void, it is pretty safe to say that Great Britain will never accept that view of the matter unless she is compelled to do so.

WILL MAKE NO CONCESSION.

To abrogate the convention now would be to acknowledge that the reported attitude of Emperor William toward the Transvaal is correct, and the temper of the English people today is not such as to allow the government to concede this, even were it disposed to do so.

As a matter of fact the government will make not the slightest concession in the matter to Germany, but it is prepared or preparing to maintain what it believes are its rights by force of arms if necessary.

A dispatch from Berlin today, if it is true, shows that there is some sort of understanding between the powers as to the action to be taken by them relative to the Transvaal. This dispatch states that unless Great Britain accedes to the demands of the Transvaal, which includes the abrogation of the treaty of 1884, Germany will urge President Kruger to appeal to the European powers to support him in his demands.

This, if it means anything, means that Germany is in a position to know that the powers would support the Transvaal, and the only way in which such support could be given, unless England receded from her position, would be to declare war upon Great Britain.

UNSUCCESSFUL CRACKSMEN.

Safe Blown Open, but Burglars Fled Empty-handed.

Springfield, Mo., Jan. 10.—The Farmers' Bank at Verona, was entered early this morning by seven unknown men but, so far as can be learned now, they got no money.

At 6 o'clock a. m. a night watchman caught five men in the bank as they were confronted by a man with a drawn revolver, who commanded him to throw up his hands. He was struck on the head and knocked senseless, bound hand and foot, and the robbers proceeded with their work. The heavy doors leading to the vault were blown open and badly damaged. The safe was also attacked and blown open.

When a posse was organized the gang was gone, having left without securing anything.

Mr. Mushbach's Bridge Bill.

Richmond, Va., Jan. 10.—In the Senate today Mr. Mushbach offered a joint resolution, which was adopted, requesting the Senators and Representatives in Congress from this State to endeavor to secure the passage of the bill now before that body for the construction of a bridge from Washington, D. C., across the Potomac river, to the Arlington government reservation in Alexandria county, and for the improvement of the unimproved portions of that estate.



Merry Dance, But He Isn't In It.

PERISHED IN OPEN BOATS

Terrible Sufferings of a Shipwrecked Crew.

STORY OF THE SURVIVORS

Steamer Taling Struck on Nova Scotia Coast and Many of Her Men Froze in the Furious Snowstorm—Rescued May Die of Exposure—They Tell a Fearful Tale of Hardship.

Canso, N. S., Jan. 10.—A boat from the wrecked steamer Taling reached here this afternoon just as night and a furious snow storm was closing in on the coast.

The boat contained nine survivors of the wreck, in a deplorable condition, and the story they tell of their sufferings since Monday evening, when their ship was wrecked, is thrilling.

The sad particulars can only be gathered from them with difficulty, as all are severely frost-bitten, some unable to talk, others in delirium. The names of the survivors are: Thomas Thomas, Carligan, Wales, second officer, hands and feet badly frozen; Fred Lindgren, Sweden, boatwain, feet frozen; Noah Grider, Newfoundland, feet frozen; Edward Williams, Great Yarmouth, England, badly frozen and unlikely to recover; John Petersen, Denmark; James Baker, Newfoundland; Henry Noble, Belfast, Ireland; P. E. Stevenson, Portland, England, and William Hager, London, the latter an apprentice boy of sixteen years, all badly frozen.

Every effort is being made to allay their suffering. Only one of the men could walk when the boat landed. The rest were carried to neighboring houses and cared for.

WEIRD STORY OF THE SEA.

From Second Officer Thomas, although his sufferings are intense, was gathered the following particulars:

"The ship struck about 6 p. m. Monday afternoon in a dense fog, hiding every object from view. They were unable to see land or lights and were going at quarter speed. An hour afterwards it was necessary to take to the boats, as the ship was settling fast and the sea was very heavy.

They were unable to get the starboard boats clear, as the ship had listed to starboard. Two port boats were cleared and Captain Meek, with the first engineer, second officer, boatwain, and fourteen others, got in the largest boat, while the first officer, second and third engineers, and three seamen took the smaller boat.

For several hours they hung by the line to the wreck, the smaller boat astern of the larger one, spray and vapor covering the sea and a sheeting of fog. Towards daylight they saw the form of the wreck go by the board and the ship settle aft.

The sea began breaking heavily around them, and they were obliged to let go in the hope of reaching shore. They soon lost sight of the small boat and concluded she could not have lived in the sea that was running and her crew of six had probably perished. The large boat in charge of Captain Meek was unable to pull to shore and lost its spar and rudder in the effort to make sail.

They were obliged to drift before the gale and two of the men succumbed to exposure during Tuesday night. The captain and Fireman Wilson died yesterday morning and later in the day the first engineer and three others expired.

Today at noon as they caught sight of land, the men of the crew, an apprentice named Gilroy, died. All the dead were consigned to the sea to keep the heavily laden boat from sinking and to make room for the living to work.

SIGHTED A SAIL.

At daylight they sighted a schooner about two miles to windward but all efforts to attract her attention were futile. They were without compass or food. Just as land was sighted the boy Gilroy died.

They hoped to bring him to land, but found the gale increasing, and with a prayer, consigned him to a watery grave at the entrance of the harbor.

Collector Cook and Port Medical Officer O'Brien took charge of the survivors immediately, and there was no lack of sympathetic assistance. It is scarcely possible that all can recover, so far gone are some of them.

MAY FORTIFY ST. JOHNS.

England to Make the Newfoundland Port Secondary to Halifax.

St. John's, N. F., Jan. 10.—In accordance with instructions issued by the British government, Governor Murray is preparing reports on the iron and coal deposits in the interior of Newfoundland, and on the other resources of the island. He will also report on the capabilities of St. John's as a naval station.

It is believed here that it is England's intention to fortify St. John's and make a secondary station to Halifax, so as to control Atlantic shipping.

The recent war message of President Cleveland is believed to have been responsible for the issuing of these instructions.

JOE BLACKBURN AGAIN

Nominated for the U. S. Senate by a Large Majority.

ONLY ONE BALLOT NEEDED

Senator Stevenson Makes a Speech in Which He Says That His Heart Bleeds for the Melancholy Situation of the Democratic Party in Kentucky—McCreary Creates Discord.

Frankfort, Ky., Jan. 10.—The Democratic joint caucus to nominate a United States Senator was called to order at 8 o'clock tonight by Chairman Stevenson. Four senators and nine representatives were absent.

Immediately after convening Senator Force moved that the caucus adjourn. He said the Democratic party had come to its worst pass. It would be more to the purpose for Kentucky to defeat the nomination of a Republican Senator as the nomination of a Democrat would only be an empty honor.

FORCES MOTION LOST.

The ayes and nays were called and Senator Force's motion was lost by a vote of 38 to 13.

Senator Brinson of Lexington nominated Senator Blackburn in a long speech. Senator Elmore of Graves seconded the nomination.

Senator Taylor of Henderson accused the McCreary forces of creating discord in the party.

SENATOR'S VOICES.

Senator Stevenson nominated ex-Gov. J. B. McCreary in a speech, in which he said his heart bled for the melancholy situation in which he now finds the Democratic party in Kentucky by the discussions among its members. Senator Force seconded McCreary's nomination.

Mr. Blackburn was nominated on the first ballot, which resulted as follows: J. S. C. Blackburn, 37; J. B. McCreary, 13; John Young Brown, 6.

GHOULS' GASTLY WORK.

Cadavers of Prominent People Found in an Iowa University.

Des Moines, Iowa, Jan. 10.—The police today discovered in the medical department of Drake University the bodies of Mrs. Rachel Townsend and Alexander Bell, which had been buried in the Saylorsville Cemetery within ten days, and taken from the graves by ghouls.

Three other bodies were found in the dissecting room, which are supposed to have been taken from the same cemetery. There is no trace of the robbers, the authorities of the school claiming the bodies were shipped to them.

Other graves have been discovered to have been tampered with in other county cemeteries in the last two months.

GOULD INHERITANCE TAX.

Amounts Due State of New York by Heirs of the Well-Known Jay.

New York, Jan. 10.—Surrogate Fitzgerald signed an order fixing the amount of inheritance tax to be paid by the heirs of the late Jay Gould as follows: Abram Gould, \$27,771; Anna D. Gould, \$404,831; Sarah B. Northrup, \$397,401; and Elizabeth Pelen, \$432,181. These are the brothers and sisters of the deceased.

George J. Gould, \$200,771.94; Jay Gould, \$3,000; Helen M. Gould, \$98,437.98; Edwin Gould, \$92,157.23; Howard Gould, \$95,122.95; Frank Gould, \$98,175.85; and Anna, now the Countess de Castellane, \$97,122.18.

Crews of Stranded Craft in Peril.

Providence, R. I., Jan. 10.—A steamer, supposed to be an ocean tug boat and a loaded barge stranded, during the snow storm, half a mile west of Port Judith, this afternoon, about 4 o'clock. The crews of the stranded craft are in peril. The life-saving crews are on hand to render what assistance they can.

Ex-President Harrison's Movements.

Indianapolis, Ind., Jan. 10.—Benjamin Harrison left his home for New York this afternoon and his secretary said he was going to consult with other attorneys in the California irrigation cases. From New York the ex-president will go to Washington to argue the cases in the United States Supreme Court.

Another Corrupt City Official.

Omaha, Neb., Jan. 10.—Mayor W. J. Broach notified the assistant city attorney this afternoon to prepare a complaint against Henry Bolin, ex-city treasurer, charging him with embezzlement, and at 5 o'clock Bolin was arrested. The total amount of the defalcation is \$115,000, but criminal action cannot be brought for the whole amount.

Went on the Scaffold.

Birmingham, Ala., Jan. 10.—Freeman Collins was hanged at Tuskegee this morning for the murder of his wife last spring by cutting her throat as she slept. Jealousy was the cause of the crime. Collins wept on the scaffold in repentance of his crime.

SMOTHERED BY COAL GAS

Aged Miss Turnbull Found Dead in Her Room.

FAULTY STOVE THE CAUSE

She Was an Eccentric Old Lady Who Lived Alone in the House—A Great Reader and Formerly Well-Known in Social Circles—Stove Dampers Were Left the Wrong Way.

Miss Claudia B. Turnbull was found dead yesterday forenoon at her home, No. 47 Massachusetts avenue northwest, and later in the day Coroner Hammett rendered a certificate that she came to her death by asphyxiation, due to inhaling coal gas emitted from the furnace in the sleeping apartment of the deceased.

Miss Turnbull was a native of Mississippi and a daughter of Judge Turnbull of Virginia. She came to Washington about twenty-five years ago, was employed in the coast survey for a number of years, and resided in her present home about six years ago. She had lived at No. 47 Massachusetts avenue for ten years.

For six years Mr. and Mrs. Cham, of No. 14 Massachusetts avenue, occupied rooms with Miss Turnbull, but for the past four years she had lived alone, excepting the companionship of a white cat. She had a number of friends among the neighbors and was highly thought of.

SHE DID NOT ANSWER.

Mrs. Ellen Silver lives at No. 49 and it was her custom to awaken Miss Turnbull each morning at 7 o'clock.

There was a plank missing from the dividing fence at the rear of the houses and through this break the two women maintained communication.

Yesterday morning at the usual hour Mrs. Silver sought to awaken her friend. She could not do it, and becoming alarmed called another neighbor, Mrs. Sargent, who lives at No. 45.

The two women summoned courage and opening a window at the front of the house peered in. They saw the body of Miss Turnbull lying on a lounge. Other neighbors were notified and Policemen Reynolds and Hayes of the Sixth precinct called.

Entrance to the death chamber was forced and the corner was notified.

Miss Turnbull made a short trip down town on Thursday afternoon, had tea at her home, read till 10 o'clock and retired. She cooled the latrine but left the dampers so that gas poured out during the night.

SHE HAD STRUGGLED.

It was evident from the position of the body that the victim had been aroused during the night and had sought to get up, but had been unable to do so.

The body was face downward, the head buried in the pillow, the hands clutching it, the left foot on the floor and the right leg drawn so that the knee was planted on the sofa. The stifling atmosphere in the apartment showed clearly the cause of death.

Coroner Hammett arrived and a sister of the dead woman, a Mrs. Walker, of Baltimore, was telegraphed to at 10:30. No reply having been received at noon, Coroner Hammett lent his carriage to two of the neighbors that they might send another dispatch.

At the railroad station they met Mrs. and Miss Walker. The scene was unaffected one, when the woman from Baltimore looked on the ashen face of her dead sister.

ABOUT THE DEAD WOMAN.

Miss Turnbull was eccentric. She was extensively read and was known to her neighbors as a "regular bookworm." Although she was well off, she kept no maid and attended to her domestic matters in a crude way. She was a vegetarian of so strict a character that she would not allow that old white cat to eat meat.

She had no beds in the house and slept on a lounge in the first floor front room. A cousin at Philadelphia had sent the old lady \$500 annually, and she is said to have had an income from other sources. This cousin was telegraphed to last night and on his answer depends the disposition of the body.

HELD UP BY LAWYERS.

Disciples of Blackstone Turn Highwaymen on a Chicago Broker.

Chicago, Jan. 10.—F. H. Drury and Otto R. Barnett, members of the law firm of Raymond & Omohundro, in the Monach block, were arrested today and charged with assault with intent to kill and robbery. C. F. Jacobs, a real estate broker, accuses them of holding him up in the Major block, which is in the heart of the business district, and robbing him of a note for \$700, at the point of a revolver.

PEOPLE HAVE A SAY.

"I say that, without the unanimous consent of the people of the District of Columbia, we cannot ever hope to carry this act into operation; and I say that there is not a person in the District who has gone into the details of the bill, so as to know what its result may be, but has come to the conclusion, after mature de-

STABBED IN THE HOUSE OF ITS FRIENDS

Street Extension Scheme Blocked in the Board of Trade.

ITS CONCEALED JOBBERY EXPOSED

Motion to Indorse It Failed and Its Backers Forced to Acknowledge Defeat of the Project.

The board of trade struck a snag last night when the floor of the board bill and the sewer bill and the highway bill were up for discussion at a meeting held in the Builders' Exchange.

It was the intention evidently of some of the members of the board to rush through an indorsement of these matters, but a fall was called by Messrs. Chapin Brown and W. F. Mattingly, which resulted in the failure of that indorsement.

The arguments used against hasty action were in many respects, in fact, the same, the identical arguments that have been made from time to time by the Times against these measures. The enormous expense, far in excess of the seven millions and a half necessary to carry through the gigantic scheme which has been always insisted upon by the Times, was demonstrated last night with figures by Mr. Brown, who showed that for one scholar along the damages would amount to \$5,000,000, and that both subdivisions would approximate \$20,000,000. This, it will be remembered, was the figure published in the Times, and obtained from no less an authority than ex-Gov. Shepherd.

Mr. Brown's estimate does not include the necessary outlay for suburban improvements contemplated, which would bring the total up to the startling figure of \$40,000,000.

GAVE CONGRESS A TIP.

Mr. Brown evidently intended to put Congress on notice of what the scheme fairly considered would cost in the end. After this exposure a resolution of Mr. Worthington, who assists the attorney for the District, Mr. Thomas, on behalf of these questions, naturally failed of passage.

There was another power in the meeting, presumably in the interest of the bills, Capt. Becht, who made a thorough explanation of the sewer and electric light report which he had submitted about two months ago. He managed to have the special report in this matter ordered to be printed, though not without objection.

The ill effect on Congress, so far as the promoters of the bond bill scheme is concerned, of what transpired at this meeting, was so apparent to all that Mr. Woodward, who was in the chair, on the adjournment, asked the Times representative to suppress that part of the proceedings in which Mr. Brown had proved that the cost of the street extension would at least be \$20,000,000.

ON THIS THEY SPLIT.

There appeared to be two factions in the meeting, and the real split came when Mr. Worthington, who assists Mr. Thomas as attorney for the Commissioners, who are attempting to rush amendments to the highway act through Congress, offered resolutions of endorsement in the general matter of appropriations for damages in street extensions.

The board of trade had previously passed such resolutions, and had object to it might be to discuss the question on the report of the committee on streets and avenues. The chairman being absent, the president of the meeting, Mr. Woodward, called on Mr. Chapin Brown, and that gentleman raised a storm that was perhaps a surprise to all.

He said it was too grave a question to discuss in thirty minutes, and suggested in view of the gravity of the issues that it be made the subject of a special meeting.

Mr. Warner was in favor of a prompt reception of the report of the committee and this moved Mr. Brown to make a speech, which was not expected. Mr. Brown had argued that the subject was up before and that the members knew all about it.

BROWN'S POINTED REMARKS.

Mr. Brown said that he was glad somebody understood the highway act. He was under the impression that no one understood it.

"What we all want to know is what it means; whether you are going to confiscate the property of the citizens without paying for it or whether, in fact, you have confiscated the property of the citizens by the recording of this plat which prevents the citizen from putting his property to any use except as by the mere act of a squatter, without title."

"I say we want to know what is the correct interpretation of the act; whether it is our property or the property of the United States. I have not been able to come to any conclusion. The court has not, and the District government and its attorneys have said that they have not, and without such understanding it is impossible to go to Congress and ask for an appropriation."

It is evident that the District government does not understand it, for they have gone to Congress for an interpretation. I say that this board has never indorsed the act that is now before this meeting. It has indorsed the general scheme but not this; and further it has not considered what will be the result of indorsing the present bill.

A PERTINENT QUESTION.

The president said that reference was particularly to the members of the District committee.

"What for?" said a voice, when he heard the suggestion.

"To become acquainted with the members of Congress," said the chair.

The following committee on entertain-

Continued on Second Page.